S.S. West Lianga.
Built By
Skinner & Eddy Corporation
Trial Trip & Delivery May 4 1918.
67 Working Days
or
79 Calendar Days.

64514
W.&S.

"Hollandia"

S.S. "Empire Cheetah" ea

(ex "Kalani")

General Arrangement

Baltimore Report No. 7189

CONTRACT [illegible]

E.F.C. HULLS NO. 175 AND [illegible]

T.C. CONT. 175

HULLS AS ABOVE

DRG. NO H-900[illegible]

SKINNER & EDDY CORPORATION

SEATTLE, WASH.

HULLS [illegible]

SINGLE SCREW CARGO STEAMER

FOR UNITED STATES SHIPPING BOARD

GENERAL ARRANGEMENT

TWO SHEETS

SHEET [illegible]

Scale 1/8" = 1'0"

D-S-K

RETAIN

W1133-0095

AFTER BOAT DECK
FOR'D BOAT DECK
NAVIGATING BRIDGE
TOP OF CHART HOUSE
AFTER TWEEN DECK HOLD
AFTER HOLD
TUNNEL
SHAFT ALLEY
ENGINE
BOILER
COAL BUNKER
STEERING ENGINE
CREWS' QUARTERS
24' METAL BOAT
PASSAGE
CABIN
CAPTAIN
CARGO HATCH
COAL HATCH

"Hollandia"
ea
S.S. "Empire Cheetah"
(ex Kalani)

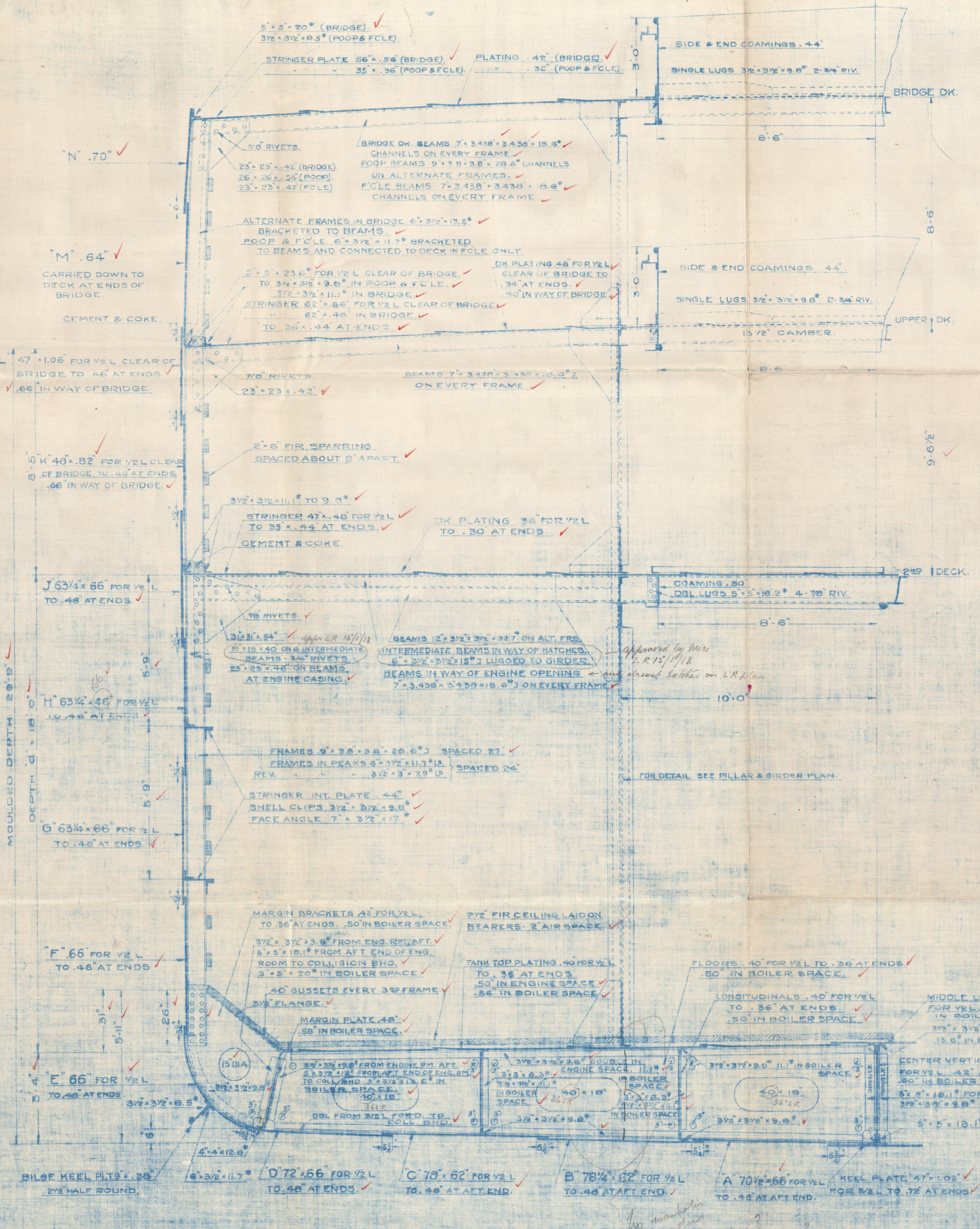
General Arrangement
Baltimore Report No. 7189

CONTRACT ...
E.F.C. HULLS NO. 175 AND ...

T.C. CONT. 175
HULLS AS ABOVE
DRG. NO. H-9001 ...

SKINNER & EDDY CORPORATION
SEATTLE, WASH.
HULLS NOS. 20-21
FOR UNITED STATES SHIPPING BOARD
GENERAL ARRANGEMENT
TWO SHEETS
SCALE 1/8" = 1'0"

W1133-0095


5" × 5" × 20# (BRIDGE).
3½" × 3½" × 8.5# (POOP & F'C'LE).
STRINGER PLATE 56" × .56" (BRIDGE).
" " 35" × .36" (POOP & F'C'LE).
PLATING .42" (BRIDGE).
" .32" (POOP & F'C'LE).
3'-0"
SIDE & END COAMINGS .44"
SINGLE LUGS 3½" × 3½" × 9.8# 2-¾" RIV.
BRIDGE DK.
8'-6"
"N" .70"
7/8" RIVETS.
23" × 23" × .42" (BRIDGE).
26 × 26" × .54" (POOP).
23" × 23" × .42" (F'C'LE).
BRIDGE DK. BEAMS 7" × 3.438" × 3.438" × 18.6#
CHANNELS ON EVERY FRAME.
POOP BEAMS 9" × 3.8" × 3.8" × 28.6# CHANNELS
ON ALTERNATE FRAMES.
F'C'LE BEAMS 7" × 3.438" × 3.438" × 18.6#
CHANNELS ON EVERY FRAME
6'
8'-6"
ALTERNATE FRAMES IN BRIDGE 6" × 3½" × 13.5#
BRACKETED TO BEAMS.
POOP & F'C'LE. 6" × 3½" × 11.7# BRACKETED
TO BEAMS AND CONNECTED TO DECK IN F'C'LE ONLY.
"M" .64"
CARRIED DOWN TO
DECK AT ENDS OF
BRIDGE.
5" × 5" × 23.6# FOR ½ L CLEAR OF BRIDGE.
TO 3½" × 3½" × 9.8# IN POOP & F'C'LE.
3½" × 3½" × 11.1# IN BRIDGE.
STRINGER 62" × .66" FOR ½ L CLEAR OF BRIDGE
" 62" × .48" IN BRIDGE.
TO 36" × .44" AT ENDS.
DK. PLATING .48" FOR ½ L
CLEAR OF BRIDGE TO
.34" AT ENDS.
.40" IN WAY OF BRIDGE.
3'-0"
SIDE & END COAMINGS .44"
SINGLE LUGS 3½" × 3½" × 9.8# 2-¾" RIV.
UPPER DK.
13½" CAMBER.
CEMENT & COKE.
"L" 47" × 1.06" FOR ½ L CLEAR OF
BRIDGE TO .46" AT ENDS.
.66" IN WAY OF BRIDGE.
7/8" RIVETS.
23" × 23" × .42"
BEAMS 7" × 3.438" × 3.438" × 18.6# ⊐
ON EVERY FRAME
8'-6"
9'-6½"
2" × 6" FIR SPARRING
SPACED ABOUT 9" APART.
"K" 48" × .82" FOR ½ L CLEAR
OF BRIDGE TO .46" AT ENDS.
.66" IN WAY OF BRIDGE.
8'-5"
3½" × 3½" × 11.1# TO 9.8#
STRINGER 47" × .48" FOR ½ L
TO 35" × .44" AT ENDS.
CEMENT & COKE.
DK. PLATING .36" FOR ½ L
TO .30" AT ENDS.
2ND DECK.
COAMING .50"
DBL. LUGS 5" × 5" × 16.2# 4-⅞" RIV.
8'-6"
"J" 63¼" × 66" FOR ½ L
TO .46" AT ENDS.
7/8 RIVETS
31" × 31" × .54" appr LR 15/1/18
18 × 18 × .40" ON 6 INTERMEDIATE
BEAMS - ¾" RIVETS.
25" × 25" × .46" ON BEAMS
AT ENGINE CASING.
BEAMS 12" × 3½" × 3½" × 32.7# ON ALT. FRS.
INTERMEDIATE BEAMS IN WAY OF HATCHES.
6" × 3½" × 3½" × 15# ⊐ LUGGED TO GIRDER.
BEAMS IN WAY OF ENGINE OPENING ← and abreast hatches on LR plan
7" × 3.438" × 3.438" × 18.6# ⊐ ON EVERY FRAME.
approved by wire LR 15/1/18
10'-0"
"H" 63¼" × .46" FOR ½ L
.66
TO .46" AT ENDS.
5'-9"
MOULDED DEPTH 29'-9"
DEPTH "d" 18'-0"
FRAMES 9" × 3.8" × 3.8" × 28.6# ⊐ SPACED 27"
FRAMES IN PEAKS 6" × 3½" × 11.7# LS
REV. " " " 3½" × 3" × 7.9# LS
SPACED 24"
FOR DETAIL SEE PILLAR & GIRDER PLAN.
STRINGER INT. PLATE .44"
SHELL CLIPS 3½" × 3½" × 9.8#
FACE ANGLE 7" × 3½" × 17#
5'-9"
"G" 63¼" × 66" FOR ½ L
TO .46" AT ENDS.
MARGIN BRACKETS .42" FOR ½ L.
TO .36" AT ENDS. .50" IN BOILER SPACE.
2½" FIR CEILING LAID ON
BEARERS - 2" AIR SPACE.
3½" × 3½" × 9.8# FROM ENG. RM. AFT.
5" × 5" × 18.1# FROM AFT END OF ENG.
ROOM TO COLLISION BHD.
5" × 5" × 20# IN BOILER SPACE.
.40" GUSSETS EVERY 3RD FRAME.
3½" FLANGE.
"F" .66" FOR ½ L
TO .46" AT ENDS
TANK TOP PLATING .40" FOR ½ L
TO .36" AT ENDS
.50" IN ENGINE SPACE
.56" IN BOILER SPACE.
FLOORS .40" FOR ½ L TO .36" AT ENDS.
.50" IN BOILER SPACE.
LONGITUDINALS .40" FOR ½ L
TO .36" AT ENDS.
.50" IN BOILER SPACE.
MIDDLE LINE STRAKE 44" × .52"
FOR ½ L. .42" AT ENDS. .56"
IN BOILER SPACE.
3½" × 3½" × 12.4#
13.6# IN BOILER SPACE.
MARGIN PLATE .48"
.58" IN BOILER SPACE.
31"
5'-11"
26"
15" DIA.
3½" × 3½" × 9.8#
3½" × 3½" × 9.8# FROM ENGINE RM. AFT.
5" × 3½" × 12# FROM AFT END OF ENG. RM.
TO COLL. BHD. 5" × 3½" × 13.6# IN
BOILER SPACE.
40" × 18"
36" LR
DBL. FROM 3/5 L FOR'D. TO
COLL. BHD.
3½" × 3½" × 9.8# DOUBLE IN
ENGINE SPACE. 11.1#
IN BOILER
SPACE.
3" × 3" × 8.3#
3½" × 3½" × 11.1#
IN BOILER
SPACE.
40" × 18"
36" LR
5" × 3" × 8.3#
3½" × 3½" × 11.1
IN BOILER SPACE
3½" × 3½" × 9.8#
3½" × 3½" × 9.8# 11.1# IN BOILER
SPACE
40" × 18"
36" LR
3½" × 3½" × 9.8#
SINGLE
SINGLE
CENTER VERTICAL KEEL 44" × .52"
FOR ½ L. .42" AT ENDS.
.60" IN BOILER SPACE.
5" × 5" × 18.1# FOR ½ L
3½" × 3½" × 9.8# BEYOND ½ L.
5" × 5" × 18.1#
3"
"E" .66" FOR ½ L
TO .48" AT ENDS.
5'-4"
3½" × 3½" × 8.5#
6"
4" × 4" × 12.8#
5¼"
6¾"
BILGE KEEL PLT. 9" × .38"
2½" HALF ROUND.
6" × 3½" × 11.7#
"D" 72" × .66" FOR ½ L
TO .48" AT ENDS.
"C" 78" × .62" FOR ½ L
TO .48" AT AFT END.
"B" 78¼" × .62" FOR ½ L
TO .48" AT AFT END.
"A" 70½" × .66" FOR ½ L
TO .48" AT AFT END.
KEEL PLATE 47" × 1.02"
FOR 3/5 L TO .72" AT ENDS.

No manholes in girders or floors under pillars?
Intercostals under pillars?

S.S. Empire Cheetah
(ex Kalani)

Midship Section

Baltimore Rpt. No. 7189

Hollandia
Bal 7189

CONTRACT SC-175
E.F.C. HULL NO'S 1175 TO 1188 INCL.

CONTRACT 324
E.F.C. HULL NO'S 1921 TO 1925 INCL.

T.O. 140 CONT. 175 324-A
HULLS AS ABOVE
DRG. NO. H-90013

FOR UNITED STATES SHIPPING BOARD
MIDSHIP SECTION

W1133-0098

"Hollandia"

Bal. 7189.

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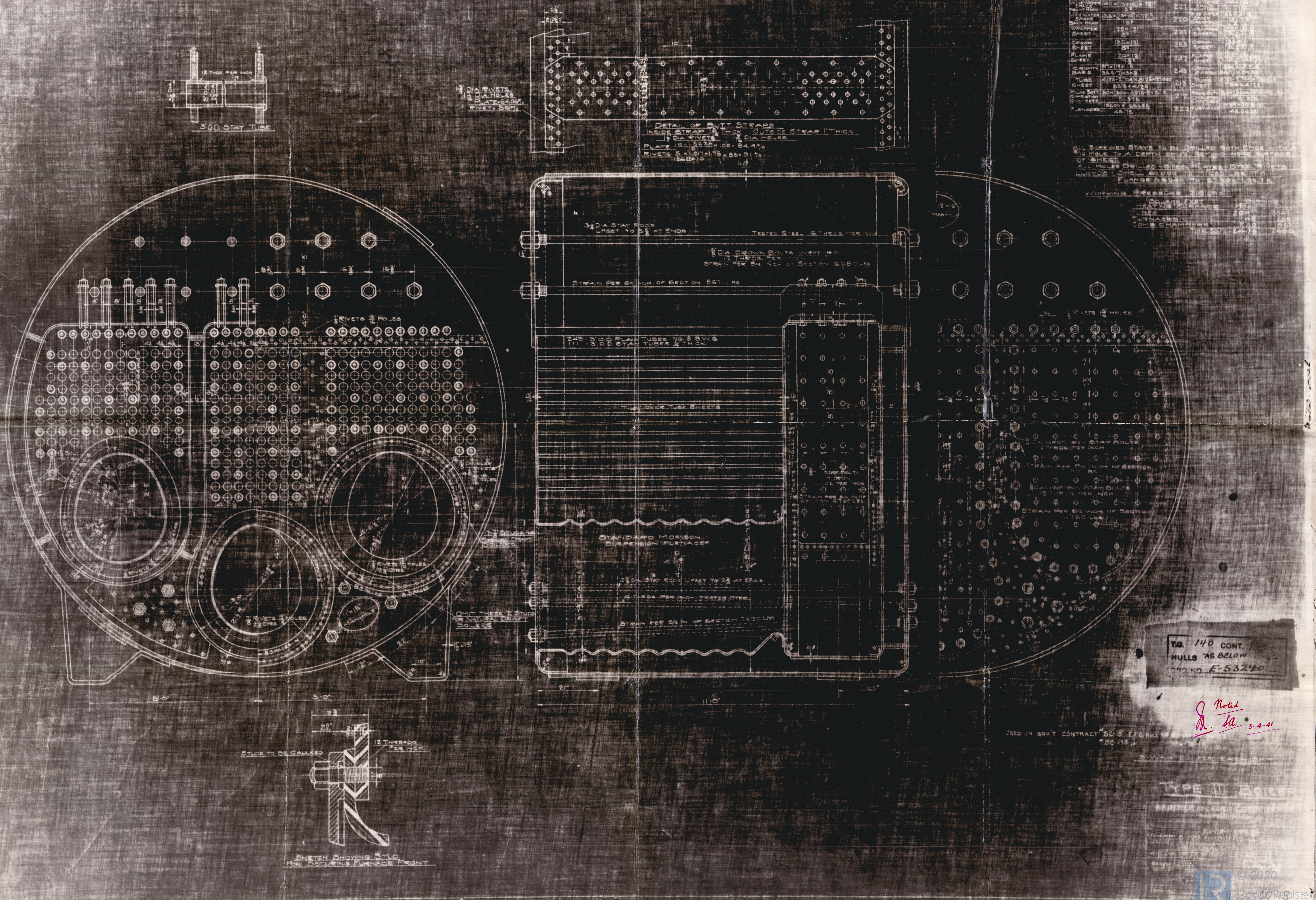
Foundation


3" O.D. STAY TUBE
12 THDS PER INCH
DETAIL OF BUTT STRAPS
INSIDE STRAP 13/16" THICK OUTSIDE STRAP 1" THICK
1 1/2" DIA RIVETS 1 9/16" DIA HOLES
PLATE 10-1.5625 / 10 x100 = 84.4%
RIVETS 5 x 1.917 x 1.75 / 1.5625 x 10 x 85 = 91%
1 1/2" DIA RIVETS
1 9/16" DIA HOLES
PLATE = 64.06%
RIVET = 56%
3 1/4" DIA STAY RODS UPSET TO 3 5/8" AT ENDS
TESTED STEEL 6 THRDS PER INCH
1 5/8" DIA CROWN BOLTS WROT IRON 12 THRDS PER INCH
STRAIN PER SQ INCH OF SECTION 6680 LBS
STRAIN PER SQ INCH OF SECTION 8671 LBS
245 - 3" O.D. PLAIN TUBES No. 8 B.W.G.
111 - 3" O.D. STAY TUBES 1/4" THICK
7'-4" OVER TUBE SHEETS
STAY BOLTS IRON 12 THRDS PER INCH
STRAIN PER SQ IN OF SECTION 6760 LBS
STANDARD MORISON SUSPENSION FURNACES
2 3/8" DIA STAY RODS UPSET TO 2 3/4" AT ENDS
6 THRDS PER INCH TESTED STEEL
STRAIN PER SQ IN OF SECTION 7620 LBS
1 1/2" RIVETS 1 9/16" HOLES
12 × 16 MANHOLE
11×15 MANHOLE
OMIT THESE 2 STUDS FOR NATURAL DRAFT BOILERS
8'-0"
11'-0"
21"
25"
STUD TO BE CAULKED
12 THREADS PER INCH
SKETCH SHOWING STUD FOR SECURING FURNACE FRONT

U.S. RULES

ITEM		W.P.	ITEM		
SHELL	60000 × 1.5625 / 6 × 88.5 + 20%	212	SHELL	[illegible]	
UPPER HEAD	175 × 20² / 18²	216	UPPER HEAD	[illegible]	
WIDE WATER SPACE FRONT HEAD	140 × (13+10) × .72² / 13²	227	WIDE WATER SPACE FRONT HEAD	[illegible]	
WIDE WATER SPACE BACK HEAD	135 × (13+10) × .72² / 13²	220	WIDE WATER SPACE BACK HEAD	[illegible]	
WRAPPER SHEET	120 × 121 / 8²	227	WRAPPER SHEET	[illegible]	
CROWN SHEET	135 × 121 / 8²	255	CROWN SHEET	[illegible]	
FLAME SHEET	120 × 121 / 7 3/4²	242	FLAME SHEET	[illegible]	
CROWN BARS	917 × 11.8 × 1.5 / (35.5-7) × 8 × 3	243	CROWN BARS	[illegible]	
TUBE SHEET	(4.125-2.704) × .8125 × 27000 / 35.5 × 4.125	213	TUBE SHEET	4.125-2.704 [illegible] / 34 × 4.125	
ROUND BOTT. COMBUSTION CHAMBERS	50 × (300 × .9375 - 2 × 31.5) / 51.375	212	ROUND BOTT. COMBUSTION CHAMBERS	50 × (300 × .9375 - [illegible]) / 51.375	
FURNACES	15600 × .65625 / 45.75	222	FURNACES	[illegible] / 48.0625	

ALL SCREWED STAYS TO BE DRILLED BOTH ENDS WITH A 3/16 HOLE TO A DEPTH OF 1/2" BEYOND INSIDE SURFACE OF SHEET.

ALL HOLES DRILLED - STEEL PLATES - STEEL RIVETS

LLOYDS - SHELL 60000 TO 71680 LBS. T.S.

FLANGE 56240 TO 67200 LBS. T.S.

WORKING PRESSURE 210 LBS.

SQUARE FEET HEATING SURFACE	[illegible]	[illegible]
TUBES	2047	2047
FURNACES	148	285
COMB CHAMBERS	280	353
TOTAL SQ. FT.	2475	2685

T.O. 140 CONT. 1/5
HULLS AS BELOW
DRG. NO. E-53240

Noted
sa. 3-4-41

USED ON GOV'T CONTRACT "SC-10" E.F.C. HULL No [illegible]
"SC-113" [illegible]

3-WANTED FOR EACH SHIP

TYPE III BOILER

W1133-0096

Stern Tube
with Stern Bearing

S.S. "Empire Cheetah"
(ex SS KALANI)

Baltimore Rpt 7189

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Lloyd's Register Foundation

LIST OF PARTS FOR ONE SHIP

MARK	No WANTED	PATTERN No	PATTERN REM	DESCRIPTION	MATERIAL	WT
A	1	A/1066	NEW	STERN TUBE	CAST IRON	
B	1			RING NUT	WROT "	
C	1	C/377	ALT	AFT BUSHING TOP	GUN METAL	
D	1	D/377	ALT	" " BOTTOM	" "	
H	1	H/377	OLD	GLAND IN HALVES	" "	
J	8			GLAND STUDS	BRONZE BRASS NUTS	
K	12			1"x3½" STUDS	" "	
L	2			1"x6½" "	" "	
M	1			FAIR WATER	⅜ STEEL PL	
N	2			1"x4" BOLTS	STEEL W.I. NUTS	
P	18			⅝" STUD BOLTS	" "	
Q	1	Q/1066	NEW	GLAND BUSHING	GUN METAL	

LIGNUM VITAE BLOCKS END GRAIN BEARING
SECTION X.X.
ABT. 9'-5½" TAKE EXACT LENGTH FROM WORK.
4'-11"
2'-9"
FR. 8
12-1" STUDS (K)
2-1" STUDS (L)
1" CLEARANCE ON TOP SIDE ONLY
1½" PIPE TAP
1" PACKING
8-1⅛" STUDS (J)
1⅛" STUDS (J) 8¾" LONG
(P) 18-⅝" STUD BOLTS LENGTH TO SUIT.
(M) FAIR WATER ⅜" PLATE IN HALVES.
4'-8" BEARING
4'-8½"
FORGED END GLAND REMOVED
23¾" DIA. TURN
18¾" DIA
22¼" DIA
15 13/16" BORE
24" TURN
23¾" DIA
LIGNUM VITAE
4 THDS. PER INCH R.H.
2-LONG STUDS ONLY (L)
DETAIL OF AFT END HALF SIZE
LOCATE THESE HOLES AFTER NUT HAS BEEN TRIED IN PLACE
2-1⅛" HOLES FOR STUDS (L)
6-HOLES FOR SPANNER 1¼" DIA x 1" DEEP
12-1" TAPPED HOLES FOR STUDS (K) 1½" DEEP
4 THDS. PER INCH R.H.
RING NUT (B)
8-1⅛" HOLES
1" FITTED BOLT (N)
GLAND (H)

T.O. 140 CONT. 175
HULLS 1175-1188 INC.
DFG. NO. E-90.081

USED FOR GOV'T CONTRACT SC 175
E.F.C. HULL Nos 1175-1188 INCL.

SKINNER AND EDDY CORPORATION
SEATTLE WASH.

33-34-[illegible]
VESSELS No. 20-21-[illegible]
STERN TUBE BEARING
SCALE 1½"=6"=1 FT
A.G.P.

Noted
S.A.
3-4-41

W1133-0096

W1133-0097

Tail Shaft
& Line Shaft "Hobbema."
ex
SS. "Empire Cheetah"
(ex SS "Kalani")
Baltimore Rpt 7189

RETURN

9'-2"
2'-2"
3'-10½"
POLISHED
22" DIA
13½" DIA
THRUST SHAFT Ⓐ
6-3¼" REAMED HOLES
BOLT TO TURBINE SHAFT
6-3¼" REAMED HOLES
19'-6"
24"
LINE SHAFT Ⓑ
SHAFTS TO BE INSPECTED BY UNDERWRITERS
SURVEYER BEFORE SLEEVES ARE SHRUNK ON
JOINTS BURNED THUS FULL DEPTH OF LINER
DETAIL OF SLEEVE HALF SIZE
TAKE EXACT LENGTH FROM WORK ABT 15'-5⅝"
TAKE EXACT LENGTH FROM WORK ABT 10'-8⅝"
LOCKING SCREW
SPLIT PIN
THRU PROPELLER HUB
SLEEVES TO BE SHRUNK AND PINNED ON SHAFT
TAIL SHAFT Ⓒ
14" DIA
2½" L.H. US THDS PER INCH
KEY
CLEARANCE
5'-2⅝" SLEEVE
ABOUT 3'-6" TAKE FROM WORK
SLEEVE
2½ L.H.T. US PER INCH
⅜" SPLIT PIN
PROPELLER NUT Ⓙ
COUPLING BOLTS Ⓓ
HALF SIZE

LIST OF PARTS FOR ONE SHIP

MARK	№ WANTED	PATTERN No	PATTERN REM	DESCRIPTION
A	1			THRUST SHAFT
B	7			LINE SHAFT
C	2			TAIL SHAFT SPARE
D	60			BOLTS
E	60			NUTS (
F	2			KEYS
G	8			SCREWS (4
H	1			LOCK
J	2	FOE	OLD	PROP NUT
K	2	K		SLEEVE
L	2	L	NEW	[illegible]
M	2	M		[illegible]

SPARES WERE NOT SUPPLIED ON VESSELS 28 TO 35 INCLUSIVE

SHAFTING DESIGNED TO TRANSMIT 2500 SHAFT H.P. AT 90 R.P.M.

MATERIAL MUST MEET
U.S. AMERICAN BUREAU

USED FOR GOVT CONTRACT S.F.T. E.F.C. HULL No's
SC-200
SJ-324

T.O. 140 CONT 175 309 327-B
HULLS AS ABOVE
No. E-90043

Noted
S.A.
3-4-41

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